



DATE: July 15, 2015

AGENDA ITEM # 1

**TO:** Bicycle/Pedestrian Advisory Commission

**FROM:** Cedric Novenario, Staff Liaison

**SUBJECT:** Covington Class I Pathway-Conceptual Design

**RECOMMENDATION:**

Review and discuss the conceptual design of the Covington Class I Pathway project

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**BACKGROUND**

In 2010/2011, a traffic study was conducted by Fehr & Peers, Transportation Consultants, to review traffic safety and the flow of traffic for the greater Blach Intermediate School (Blach) neighborhood. The study focused on the safety of students traveling to and from Blach. Additional areas for review were: improvements at the intersection of Miramonte Avenue and Covington Road, no-turn restrictions on Eastwood Drive, and the trial no stopping restrictions and permit parking program behind Blach at Carmel Terrace and Altamead Drive.

The study recommended projects to improve safety, which were separated into three tiers (Attachment 1). These projects were also considered during the development of the Pedestrian Master Plan. Three projects from Tier 1 were originally programmed into the Capital Improvement Plan: Miramonte Avenue/Covington Intersection Improvements, Covington Class I Pathway, and Carmel Terrace Class I Pathway.

The City retained Siegfried as the design consultant for this project.

**DISCUSSION**

Staff and Siegfried developed a 15% conceptual design of the Class I Pathway with project limits from the intersection of Miramonte Avenue and Covington Road to Eastwood Place. The path is currently proposed on the south side, which is on the same side as the school. The path is intended to accommodate two-way non-motorized traffic (pedestrian and cyclist). Similar paths have been constructed on Homestead Road, Rosita Avenue and Berry Avenue. The pathways will be approximately 12' wide with at bioswale between the roadway and the path. Driveways along the path will be improved to integrate with the pathway.

### Parking Impacts

The implementation of the pathway, unfortunately, necessitates the removal of parking on the south side of Covington Road. Parking on the north side can remain. Staff observed parking in the evening and early morning hours of Covington Road seems to be minimal.

### First Blach PTA Meeting

Staff presented a conceptual design in 2014 that originally extended the path from the intersection of Miramonte Avenue and Covington Road to the driveway entrance of Blach Intermediate School. The Blach PTA expressed concern about the path extending all the way to the school. The PTA noted that during the afternoon student pick-up times, parents would begin queueing in the parking lot. The queue extended to Covington Road to approximately Eastwood Place. The vehicles would queue on Covington Road on the shoulder away from through traffic. Staff observed and confirmed the vehicle queue extends to Eastwood Place. In anticipation that this behavior will not change, the conceptual design was modified to end the pathway at the southwest corner of Covington Road and Eastwood Place.

Aside from the concern regarding queueing vehicles, the PTA is also concerned about having only one facility on one side of the street. The concern revolves around spacing to accommodate both cyclists and pedestrians on the path and perceived wrong way bicycle riding for west bound Covington.

The PTA and parents have used the example of the Berry Avenue path not being wide-enough to accommodate cyclists and pedestrians. When pedestrians are walking side-by-side in groups, parents noted that the cyclists will often merge into vehicle traffic to avoid a collision with the pedestrians. In regards to wrong way riding, it was noted that traveling west bound on the path along Covington Road, is perceived as wrong way riding, and is contradictory to what is being taught at the school during bike rodeos. Please note however, that merging on to the road and two-way traffic on the path is not illegal or wrong.

## ALTERNATIVES

The intention of the Class I pathway is to accommodate a facility physical separated from vehicles to facilitate pedestrian and bicycle travel to Blach Intermediate school. However, there are two alternatives that can be considered to accommodate these modes:

1. Add bike lanes on Covington Road in each direction and improve the existing sidewalk on Covington Road within the project limits.
  - a. Pros
    - i. Pedestrian and Bicycle modes are accommodated
    - ii. Less disruption to Covington resident's frontage
    - iii. Bicycle travel is consistent with vehicle travel (riding on the same side of road)
  - b. Cons
    - i. Parking removal on both sides of the road
    - ii. No physical protection for bikes



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2. In lieu of bike lanes, use Shared Lane Markings (Sharrows) and improve the existing sidewalk on Covington Road within the project limits.
  - a. Pros
    - i. Pedestrian and Bicycle modes are accommodated
    - ii. Less disruption to Covington resident's frontage
    - iii. Bicycle travel is consistent with vehicle travel (riding on the same side of road)
    - iv. Parking remains on both sides
  - b. Cons
    - i. No physical protection for bikes
    - ii. Cyclists must share the road with vehicles

### **NEXT STEPS**

Staff will reach out to the PTA again once school commences to share the comments by both the BPAC and Covington Residents. If the project scope changes based on the collective feedback, then Staff will update the Council regarding the change in scope.

### **Attachments**

1. Blach Intermediate School Tier 1 Priority Table
2. Covington Road Class I Concept
3. Covington Road Bike Lane Concept